BookletChart

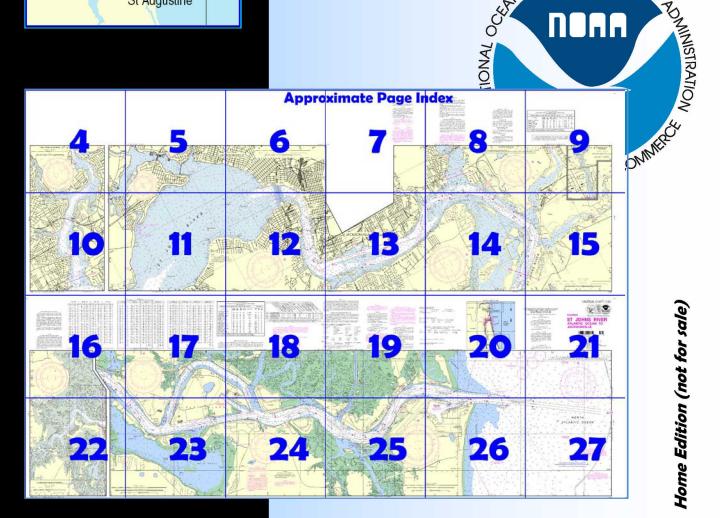
St. Johns River - Atlantic Ocean to Jacksonville

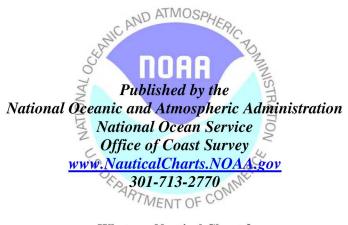
(NOAA Chart 11491)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ☑ Up to date with all Notices to Mariners
- ☑ United States Coast Pilot excerpts
- ☑ Compiled by NOAA, the nation's C AND ATMOSPHER chartmaker.





What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart[™]?

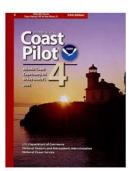
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 9 excerpts]

(64) A Federal project provides a channel 42 feet deep from the ocean to St. Johns Point, thence 38 feet deep to a point 2.1 miles north of Mathews highway bridge, thence 34 to 38 feet deep to Commodore Point via Terminal Channel.

(122) Excellent facilities are available in Jacksonville. The municipal marina at Metro Park is on the north side of the river about 1.2 miles west of Commodore Point.

Additionally, the city has floating docks at the

Jacksonville Landing along the north side of the river between Main Street and Acosta bridges. A city dockmaster may be reached at 904-630-0839. Public restrooms are at Jacksonville Landing and Metro Park. A large illuminated fountain is in a city park on the south bank of the river between the Main Street and Acosta bridges. Small-craft should exercise caution, as currents become quite strong in this section of the river. There

are other modern well-equipped marinas and boatyards in Jacksonville; the major facilities are on the intracoastal waterway, Ortega River and Trout River. Supplies, services, and repairs are available for all types of yachts. Other small-craft facilities on St. Johns River above Jacksonville are in Goodbys Creek, Doctors Inlet, and Julington Creek.

(129) **Blount Island Channel,** a cutoff bend of the St. Johns River, extends from the main river channel around the northern side of Blount Island and rejoins the main channel at the southwestern tip of the island. The channel is practically divided near its midpoint by four low bridges with least clearances of 5 feet vertically. The Federal project depth for the channel is 30 feet, but the controlling depth is usually considerably less than project depth.

(131) **Broward River** has depths of 1 to 3 feet to Cedar Heights. The Route 105 highway bridge at the mouth has a clearance of 13 feet. Overhead power cables at the bridge have a least clearance of 34 feet. 132) The offshore wharf and shore facilities of a U.S. Navy Fuel Depot are 1.2 miles southwestward of **Drummond Point** on the northwest side of the St. Johns River, just below the Trout River. The wharf has a 351-foot face, 660 feet of berthing space with dolphins, 38 feet alongside, and a deck height of 11 feet. Pipelines extend from the wharf to storage tanks onshore. The fuel depot is in a **restricted area.**

(133) **Trout River** has depths of 7 feet to the mouth of Ribault River and 3 feet to the highway bridge 4.5 miles above the mouth. The entrance is marked by daybeacons. A small repair yard is on the east side of a small cove on the south side of the river about 0.4 mile above the entrance. The yard has berths, electricity, water, two 6-ton lifts, and a marine railway that can handle craft up to 85 feet long or 200 tons; hull and engine repairs can be made. Depths of 8 feet are reported in the approach and alongside. The Main Street bridge 0.9 mile above the entrance has a fixed span with a clearance of 29 feet. The highway bridge, adjacent to the westward, except for the channel span, remains as a fishing pier. The overhead power cable at the bridge has a clearance of 38 feet. The Railroad bridge just upstream has a swing span with a channel width of 46 feet and a clearance of 2 feet. A marina on the south side, just east of the Main Street bridge, has berths, electricity, gasoline, diesel fuel, water, a launching ramp, and storage; outboard engines can be repaired. The Interstate 95 highway bridge, 2 miles above the mouth, has a clearance of 29 feet at the center.

(134) Route 115 bridge, 4.5 miles above the mouth, has a clearance of 18 feet

(135) Groups of piles, sunken wrecks, and barges are near the shores of Trout River. There are numerous private piers and landings on the river. The Jacksonville City Zoo is on the north side of the river downstream of the first bridge.

HEIGHTS

Heights in feet above Mean High Water.

INTRACOASTAL WATERWAY

The project depth is 12 feet from Fernandina Beach to Fort Pierce, then 10 feet to Miami. The controlling depths are published period-ically in the U.S, Coast Guard Local Notice to

Improved channels shown by broken lines are subject to shoaling, particularly at the edges

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RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and sub-marine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme cutting when prograting vessels in denths of caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or substated when well as the control of the contro

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

HORIZONTAL DATUM

The horizontal reference datum of this chart The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.861° northward and 0.661° eastward to account this chart. to agree with this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

Limitations on the use of radio signals as Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:

Oldcurate location in 6/Aproximate location)

(Accurate location) o(Approximate location)

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

CAUTION

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WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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Corrected through NM Jan. 6/07, LNM Jan. 2/07

Corrected through NM Jan. 6/07, LNM Jan. 2/07

Corrected through NM Jan. 6/07, LNM Jan. 2/07

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariers. Information concerning the regulations may be obtained at the Office of the Commander, The Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers

RULES OF THE ROAD (ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that

A motorboat being overtaken has the right-of-way

Motorboats approaching head to head or nearly so should pass port to port. When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most

Cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication

Validation D

"Navigation Rules."

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart

is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, Và to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway

CAUTION

WARNINGS CONCERNING LARGE VESSELS

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The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stem waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

Table of Selected Chart Notes

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HURRICANES AND TROPICAL STORMS

HURHICANES AND HOPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not refer actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, viction lished or otherwise made inopractive. Mariners should extinguished or otherwise made inoperative. Mariners should eximpulsated or otherwise make independent. Wathlets studied not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered

information locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard

NOTE X

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Guil coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal lisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.) Aids to Navigation (lights are white unless otherwise indicated):

rius to reavigation (lights t	are writte director ou	normac manageay.		
AERO aeronautical	G green		Mo morse code	R TR radio tower
Al alternating	IQ interru	pted quick	N nun	Rot rotating
B black	lso isoph	ase	OBSC obscured	s seconds
Bn beacon	LT HO lig	ghthouse	Oc occulting	SEC sector
C can	M nautica	al mile	Or orange	St M statute miles
DIA diaphone	m minute	es	Q quick	VQ very quick
F fixed	MICRO T	R microwave tower	R red	W white
FI flashing	Mkr mark	ker	Ra Ref radar reflector	WHIS whistle
			R Bn radiobeacon	Y yellow
Bottom characteristics:				
Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky
Miscellaneous:				
AUTH authorized	Obstn	obstruction	PD position doubtful	Subm submerged

PA position approximate Rep reported

22. Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of sc
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus:

MARINE WEATHER FORECASTS NATIONAL WEATHER SERVICE

ED existence doubtful

CITY	TELEPHONE NUMBER	OFFICE HOURS
Jacksonville, FL	*(904) 741-4311	8:30 AM-5:00 PM (MonFri.
*Recording (24 ho	urs daily)	

NOAA WEATHER BADIO BROADCASTS

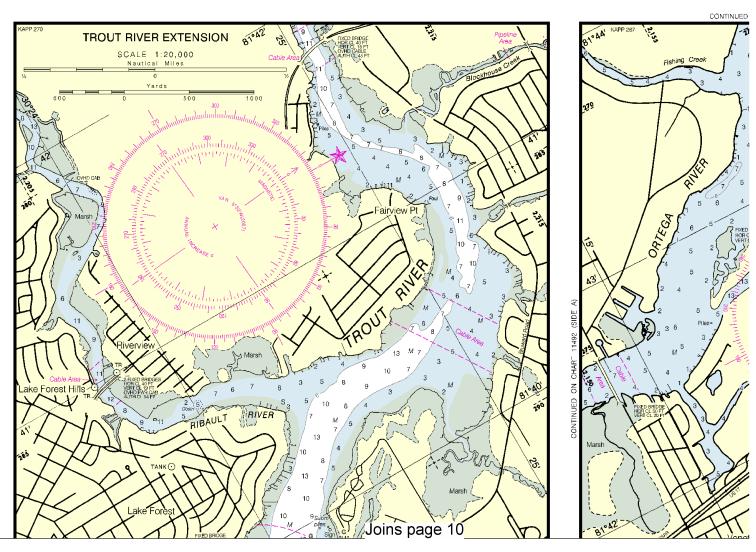
CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Jacksonville, FL	KHB-39	162.55	24 hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS.

	DI WA	MINE NADIO	ELEFTIONE STATIONS	
CITY	STATION	FREQ.	DAILY BROADCAST-EST	SPECIAL WARNING
Mayport, FL	NMA-10	2670 kHz 157.1 MHz	1:20 AM & PM 7:15 AM, 5:15 PM	*On receipt *On receipt

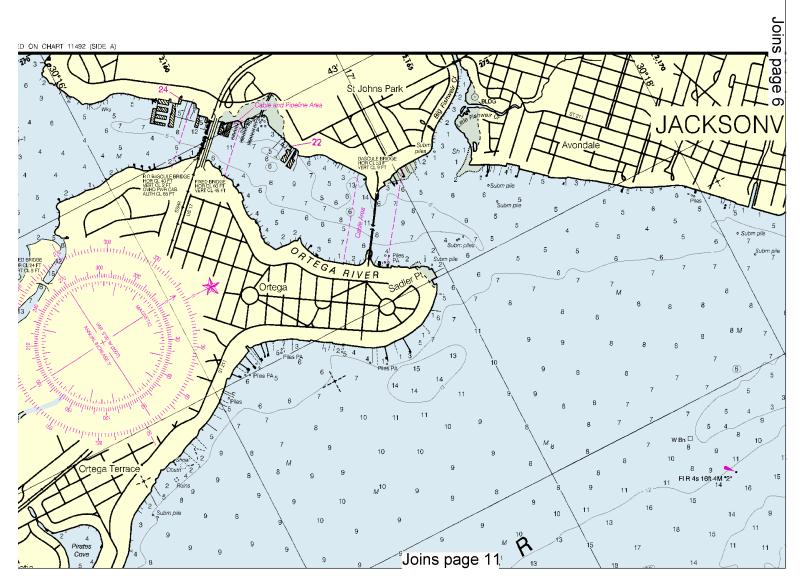
^{*}Preceded by announcement on 2182 kHz / 156.8 MHz

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

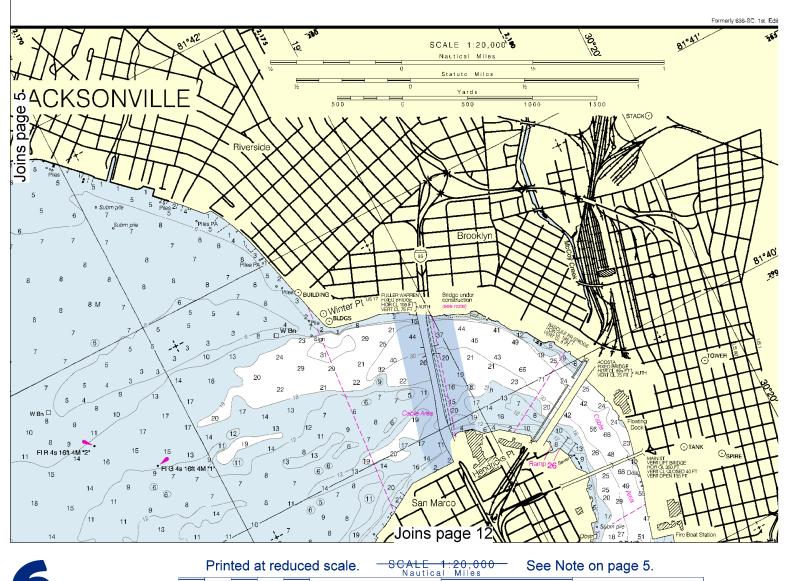








This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Yards



CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geosparial-Intelligence Agency Publication 117 Radio direction-finder bearings to commercial

broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:

⊙(Accurate location) o(Approximate location)

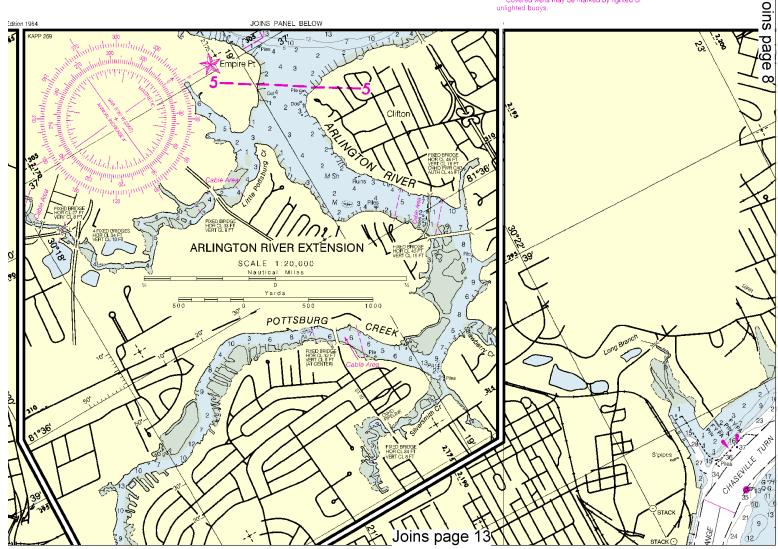
CALITION

SUBMARINE PIPELINES AND CABLES Charted submarine pipelines and submarine cables and submarine pipeline and cable areas

^^^^ Pipeline Area Cable Area

Additional uncharted submarine pipelines and Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.







RULES OF THE ROAD

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Motorboats must keep to the right in narrow channels when

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Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

CAUTION WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

NOTE A

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Refer to charted regulation section numbers

HORIZONTAL DATUM

The horizontal reference datum of this chart in Horizontal reserence datum of this carriar is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.58th northward and 0.661* eastward to agree with this chart.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

PLANE COORDINATE GRID

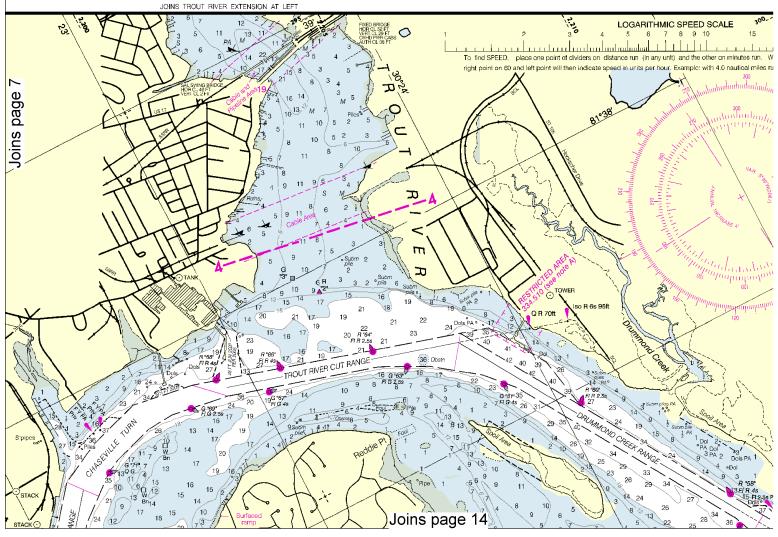
(based on NAD 1927)

The Florida State plane coordinate grid (East Zone) is indicated on this chart at 5,000 foot intervals thus:

CAUTION

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Small craft should stay olear of large com-mercial and government vessels even if small craft have the right-of-way. All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

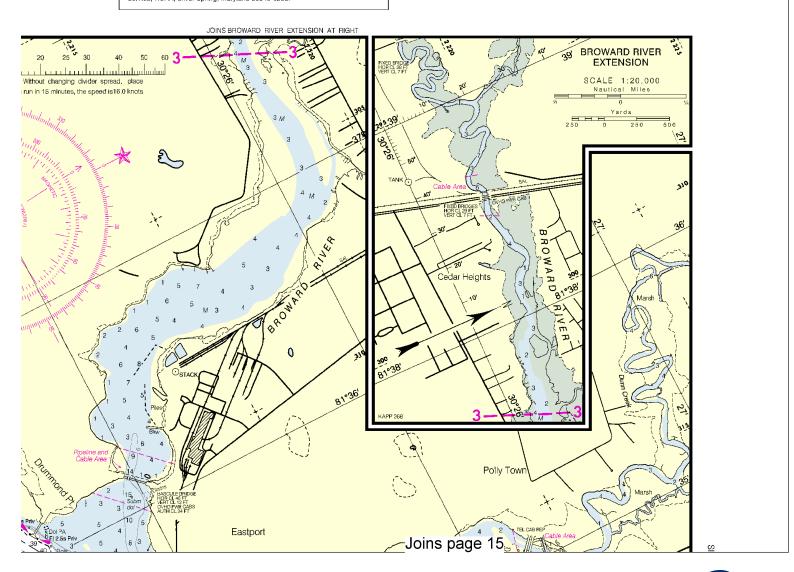


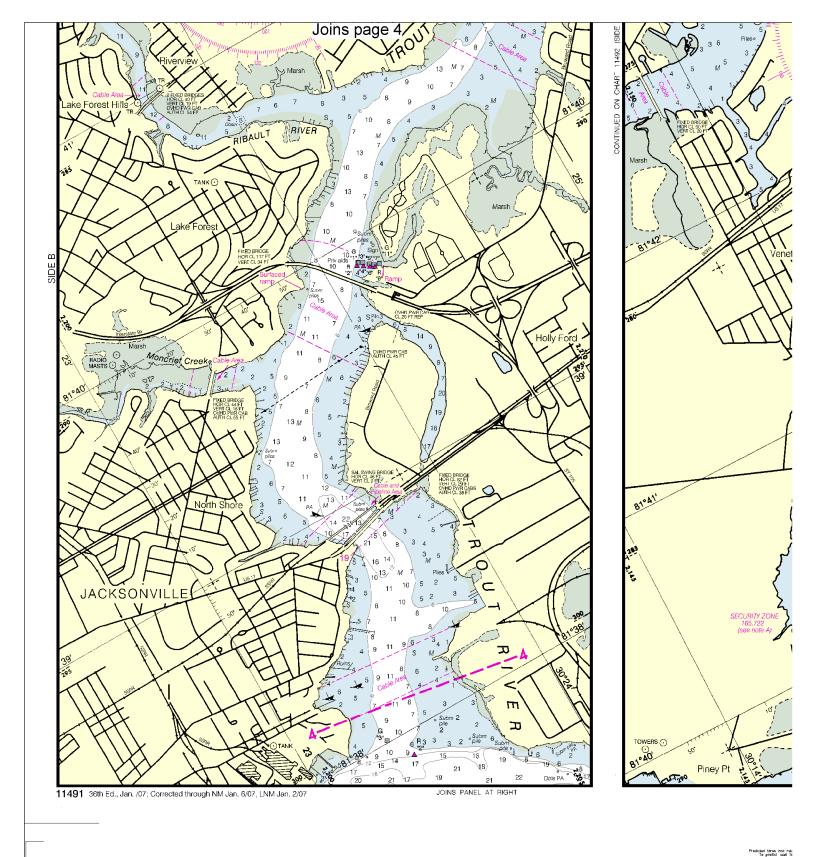


		JOHNS RIN						
TABULATED FROM		AND SURV			IS - REPORT OF APR	1 2006		
CONTROLLING DEPTHS FROM SEA	WARD IN F	EET AT ME	EAN LOWE	R LOW W	ATER (MLLW)	PROJ	EUT DIMEN	NSIONS
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
QUARANTINE I. UPPER RANGE	39.1	41.5	42.0	32.6	3-09	525-950	8.0	40
BRILLS OUT RANGE	35.2	41.8	41.1	33.1	3-09	425-600	1.0	40
BROWARD POINT TURN	14.0	36.7	42.4	40.0	3-09	475-825	8.0	40
DRUMMOND CREEK RANGE	33.3	38.1	34.6	27.1	3-09	375-850	1.3	38-40
TROUT RIVER OUT RANGE	34.2	37.7 A	38.2	30.0	3-09	400-850	1.0	38
CHASEVILLE TURN	29.9	36.4	36.0	33.0	3-09	500-800	0.6	38
LONG BRANCH RANGE	30.9	36.8	39.6	34.6	3-09	650-1325	0.6	38
TERMINAL CHANNEL	23.5	28.7	22.2	19.2	3-09	550-1325	3.1	30-38

A: EXCEPT FOR A 36 FT OBSTRUCTION LOCATED BY AN NOS SURVEY AT 30'23'37.1' N, 081'37'25.6' W
NOTE: THE RANGE LIGHTS DO NOT IN EVERY INSTANCE MARK THE CENTERLINE OF THE CHANNEL.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

This nautical chart has been designed to promote sate navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



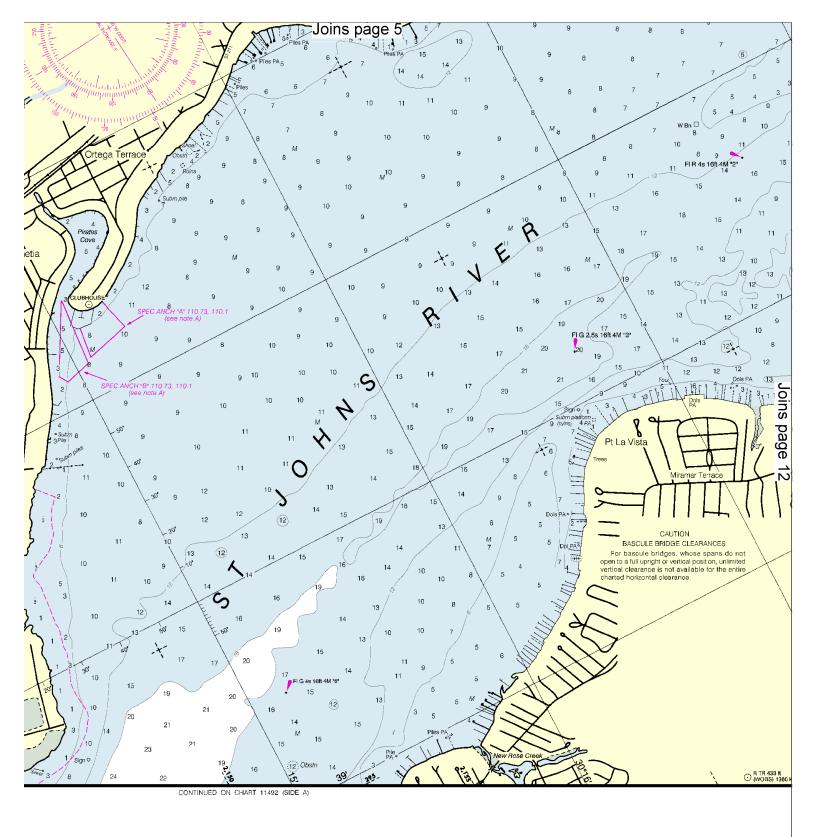


JANUARY 2007 FEBRUARY 2007 MARCH 2007 APRIL 2007

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ļ	0. 4. 0. 4.8	17 0221 Th 0842 1418 2111	-0.8 4.4 -1.0 5.6	Sa Sa	030 091 143 213
	Q. 4.D	18 0312 F 0936	-0.7 4.3	S.J	033 095





MAYPORT, FLA.

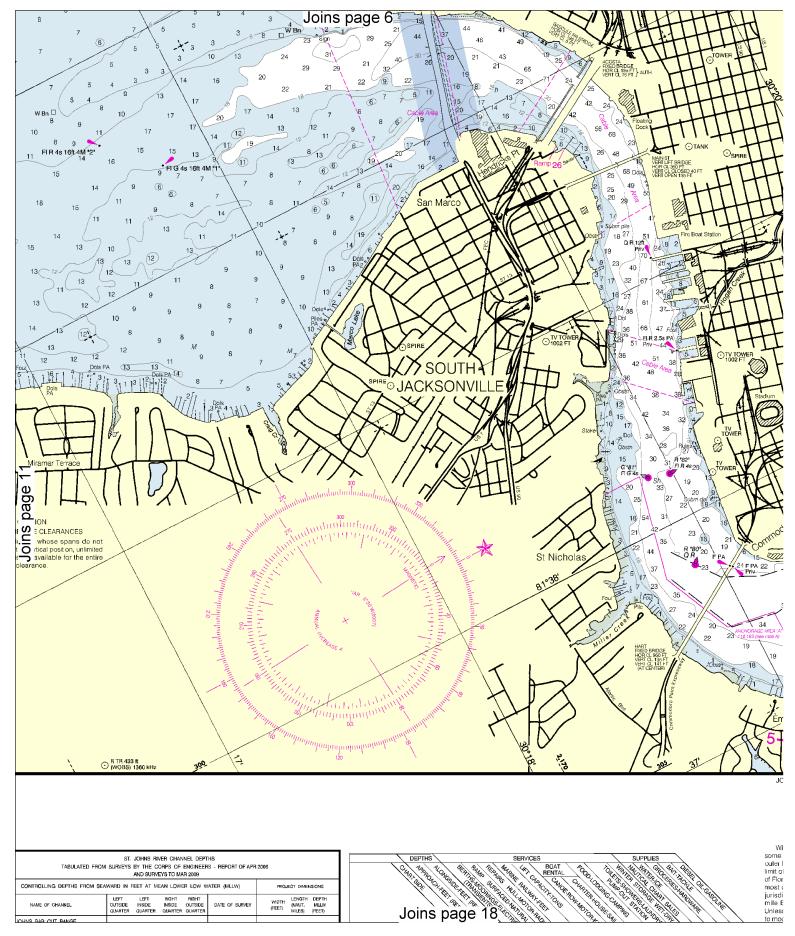
I heights of high and low vactor-Eastern Standard Time. For Daylight Seving time, edd I hour.

at tide, apply the time difference lated in the facility tabulations to those tide pradictions.

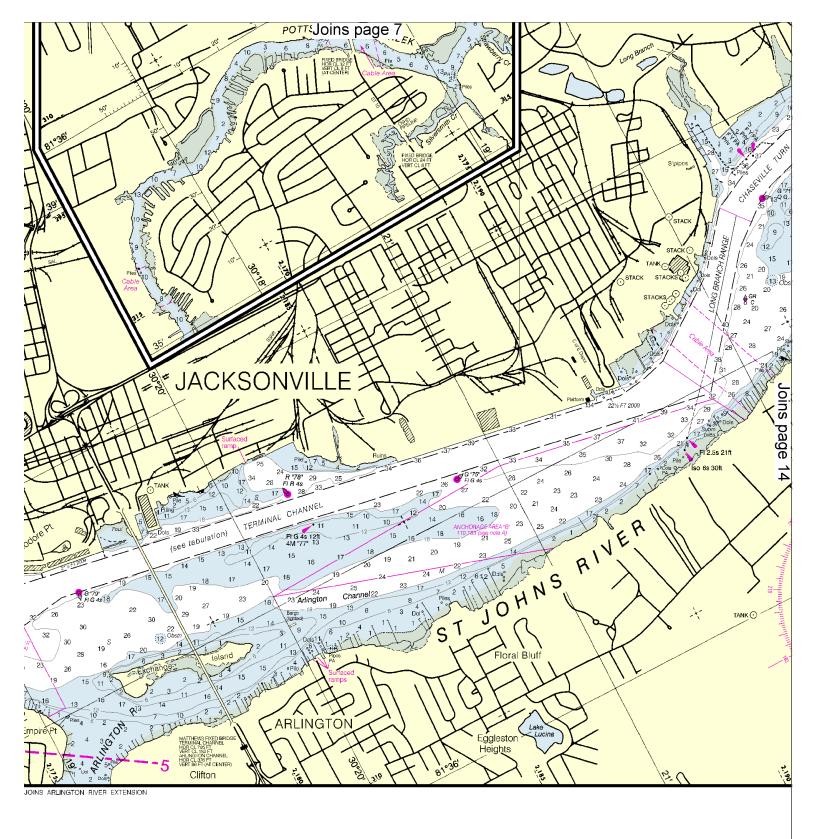
	JUNE	2007		JULY 2007			AUGUST 2007				
Time y h.m.	Ht.	Time Day h.m.	⊢t. ft.	Time Day h.m.	HE.	Day h.m.	Ht.	Time Day h.m.	HI:	Day h.m.	Ht.
0227 0635 1401 2056	0.1 3.8 0.0 4.8	16 0259 Se 0922 1454 2149	-0.6 4.1 -0.7 5.2	1 0238 Su 0853 1419 2119	0.0 3.9 -0.2 4.9	16 0326 M 0953 1526 2213	-0.3 4.2 -0.3 4.9	I 0329 W 1004 I 537 2223	-0.4 4.7 -0.3 5.1	16 0411 Th. 1047 1635 2255	0.2 4.8 0.5 4.6
0302 0916 1437 2136	0.2 3.8 0.0 4.8	17 0348 Su 1014 1548 2238	-0.5 4.1 -0.4 5.0	2 0316 M 0939 1502 220	-0.1 4.0 -0.2 4.9	17 0410 Tu 1039 1616 2254	-0.2 4.2 0.0 4.7	2 0412 Th 1053 1630 2310	-0.4 4.9 -0.1 5.0	17 0446 F 1125 1721 2332	0.4 4.8 0.9 4.5
0338 0959	0.2 3.8	18 0438 M 1104	-0.3 4.1	3 0356 Tu 1025	-0.1 4.1	IB 0463 W 1123	4.2	3 0459 F 1143	-0.4 5.0	18 0522 Se 1203	0.7

SEPTEMBER 2007	OCTOBER 2007	NOVEMBER 2007	DECEMBER 2007
Time Ht. Time Ht. Day h.m. ft. h.m. ft.	Time Ht. Time Ht. Day h.m. f1. Day h.m. f1.	Time Ht. Time Ht. Dey h.m. fi. Day	Time Ht. Time Ht. Day h.m. 't. Day
1 0433 -0.3 16 0430 1.0 5e 1123 5.8 Su 1122 5.0 1717 0.3 1727 1.4 2342 5.0 2335 4.5	1 0506 0.3 16 0428 1.3 M 1202 5.9 Tu 1129 5.2 1808 0.8 1734 1.7 2348 4.5	I 0114 4.7 16 0011 4.4 Th 0704 0.8 F 0340 1.1 1348 5.4 1234 5.1 2001 1.0 1846 1.3	I DISI 4.5 I6 0039 4.4 Se 0745 0.9 Su 0621 0.8 I4II 4.8 I237 4.7 2022 0.7 I904 0.4
2 0527 0.0 17 0507 1.2 5u 1219 5.6 M 1202 5.0 1622 0.6 1616 1.6	2 0026 4.9 17 0513 1.4 Tu 0610 0.6 W 1213 5.2 1305 5.7 1627 1.8	2 0221 4.7 17 0102 4.5 F 0812 1.1 5e 0542 1.2 1452 5.3 1926 5.1	2 0252 4.6 17 0134 4.5 Su 0847 1.0 M 0728 0.5 1507 4.6 1351 4.6 2112 0.7 1959 0.2
3 D038 4.7 18 0017 4.4 M D627 0.2 Tu 0552 1.3	3 0130 4.5 Joins	oage 17	3 D350 4.7 18 D235 4.7 M D943 1.0 Tu D838 0.8

	31.	JOHN
TABULATED FR	OM SURVEYS	BY THE
		AND S
CONTROLLING DEPTHS FROM S	EAWARD IN F	EET A
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUAR
ST JOHNS BAR OUT BANGE		





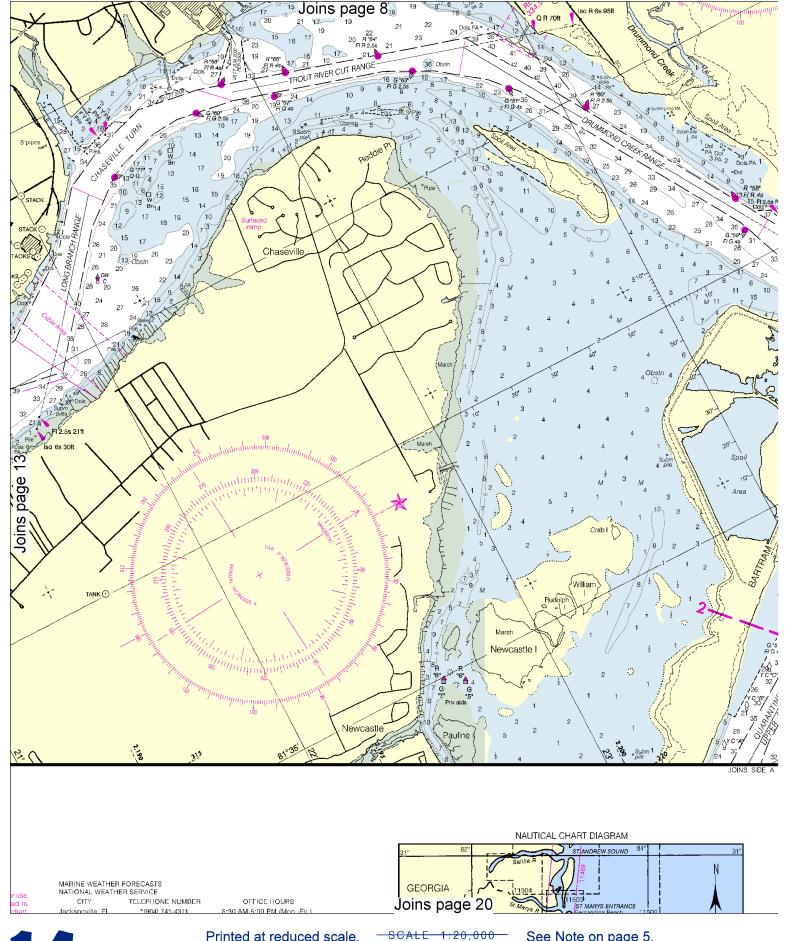


NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, to Federal laws apply. The Three Nautical Mile Line, previously identified as the arlimit of the territorial sea, is retained as it continues to depire the jurisdictional of the other laws. The 9-nautical mile Natural Resource Boundary of the Gulf coast lorida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in at cases the inner limit of Federal fisheries jurisdiction and the outer limit of the stidiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical Exc usive Economic Zone were established by Presidential Proclamation. ses fixed by treaty or the U.S. Supreme Court, these maritime limits are subject nodification.

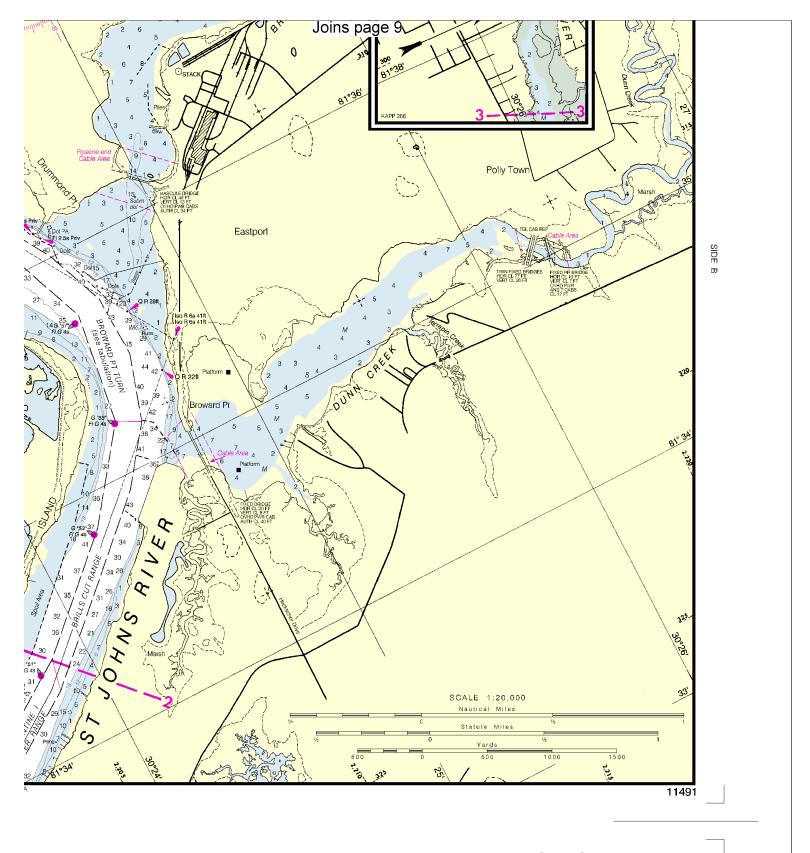
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for doins page 19 rautical charts and the exact meaning of an aid to nation may not be clear unless the appropriate chart.

MARINE WEATHER FORECT CITY TELE



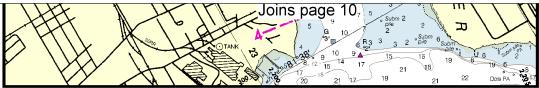






NAUTICAL CHART 11491







11491 36th Ed., Jan. 707; Corrected through NM Jan. 6/07, LNM Jan. 2/07

JOINS PANEL AT RIGHT

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

in unknown locations, Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buyos may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Manners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered

or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION

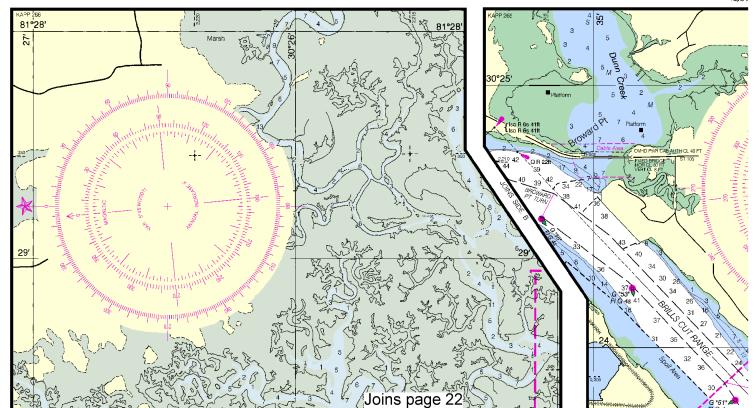
WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall The "flules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stem waves can be hazardous to small vessels. Large vessels may not be able to see small. to small vessels. Large vessels may not be able to see small craft close to their bows.

JANUA	RY 2007	FEBRUAR	RY 2007	MARCI	1 2007	APRIL	2007
Time H1. Day	Time Ht.	Time Ht.	Time H1. Day	Time Ht. Day	Time Ht. Day	Time Hi. Day	Time Ht. Day
h.m. F1.	h-m- ft-	h-m- ft-	h.m. ft.	h-m- It-	h.m. It.	h.m. ft.	h-m- ft-
M 1238 -0-2 1857 4.1	-8 0513 4.5 -0 1220 0.3 1829 3.7	1 0116 -0.6 Th 0805 4.7 1359 -0.4 2021 4.0	16 0031 -0.7 F 0722 4.9 1318 -0.6 1938 4.3	1 0014 -0.2 Th 0700 4.6 1254 -0.1 1918 4.1	16 0603 4.7 F 1159 -0.2 1823 4.5	1 D125 -0.1 Su D747 4.4 1336 -0.1 2009 4.6	16 0030 -0.7 M 0716 4.9 1303 -1.0 1944 5.6
2 0036 -0.6 Tu 0731 5.1 1330 -0.3 1949 4.1	7 0003 -0.3 W 0701 4.7 1304 0.0 1812 3.9	2 0202 -0.7 F 0846 -4.7 1439 -0.5 2103 -4.0	17 0122 -1.0 Se 0808 5.0 1401 -0.9 2027 4.6	2 0102 -0.4 F 0742 4.6 1335 -0.3 2000 4.2	17 0012 -0.6 Se 0853 4.9 1247 -D.7 1915 4.8	2 0204 -0.1 M 0021 4.3 1407 -0.1 2042 4.7	17 0143 -0.9 Tu 0606 4.6 1350 -1.1 2035 5.7
3 0127 -0.6 W 0820 -5.1 1417 -0.4 2037 -4.1	8 0051 -0.6 -h 0747 4.9 1346 -0.3 2000 4.0	3 0244 -0.6 \$6 0923 4.6 1516 -0.4 2142 4.0	18 0211 -1.2 Su 0855 -5.0 1444 -1.1 2116 -4.0	3 0146 -0.4 Se 0819 4.5 1411 -0.3 2020 4.3	18 0106 -0.9 Su 0742 5.0 1332 -1.0 2305 5.1	3 0240 -0.1 Tu 0855 4.2 1435 -0.1 2115 4.7	18 0234 -1.0 W 0900 -4.7 1439 -1.1 2127 5.7
4 0215 -0.6 Th 0906 5.0 1502 -0.3 2123 4.0	9 0138 -0.8 F 0832 5.0 1428 -0.6 2048 4.2	4 0924 -0.4 Su 0958 4.4 1551 -0.3 2218 4.0	19 0301 -1.2 N 0941 5.0 1528 -1.2 2205 4.9	4 0225 -0.4 Su 0854 4.4 1443 -0.3 2113 4.3	19 0156 -1.1 M 0831 5.0 1417 -1.2 2055 5.3	4 0914 0.0 W 0929 4.1 1502 0.0 2147 4.7	19 0326 -0.8 Th 0932 4.6 1527 -0.9 2220 5.5
5 0300 -0.5 F 0949 4.9 1544 -0.2 2207 4.0	20 0224 -0.9 \$6 0917 5.0 1509 -0.7 2136 4.3	5 0403 -0.2 N 1032 4.3 1623 -0.2 2254 4.0	20 0352 -1.0 Tu 1029 4.8 1613 -1.1 2256 5.0	5 0303 -0.3 M 0927 4.3 1513 -0.3 2146 4.4	20 0248 -1-2 Tu 0920 4-9 1502 -1-2 2145 5-4	5 0347 0-2 Th 1004 4.0 1529 0.2 2220 4.6	20 0420 -0.6 F 1045 -4.4 1819 -0.5 2314 5.3
6 0344 -0.3 Se 1029 4.7 1626 -0.1 2250 4.0	21 0312 -0.9 5u 1002 5.0 1553 -0.8 2225 4.5	6 0443 0.1 Tu 1105 4.1 1855 0.0 2330 4.1	21 0447 -0.7 W 1118 4.5 1703 -0.9 2349 4.9	5 0338 -0.2 Tu 0959 4.2 1540 -0.1 2219 4.4	21 0340 -1-0 W 1009 4.7 1549 -1-1 2237 5-4	6 0420 0.4 F 1040 4.0 1602 0.3 2250 4.6	21 0516 -0.2 Se 1141 4.2 1718 -0.1
7 0429 0.0 Su 1107 4.5 1708 0.1 2331 4.0	22 0403 -0.8 M 1049 4.9 1639 -0.8 2316 4.6	7 0526 0.3 W 1141 3.9 1729 0.2	22 0548 -0.4 Th 1211 4.2 1759 -0.8	7 0413 0.1 W 1032 4.1 1608 0.0 2252 4.3	22 0434 -0.7 Th 1101 4.5 1640 -0.7 2331 5.2	7 0457 0.6 Sa 1118 3.9 1641 0.5 2335 4.5	22 0010 5.0 Su 0621 0.1 1299 4.1 1824 0.2
8 0517 0.3 M 1144 4.3 1749 0.3	23 0458 -0.5 u 1137 4.7 1730 -0.7	8 0007 4.0 Th 0613 0.6 1219 3.6 1805 0.4	23 0046 4.8 F 9654 -0.1 1309 4.0 1901 -0.3	8 0449 0.3 Th 1107 3.9 1638 0.2 2326 4.3	23 0533 -0.3 F 1155 4.2 1737 -D.4	8 0641 0.8 Su 1200 3.8 1728 0.6	23 0110 4.8 M 0725 G.4 1342 4.0 1933 G.5
9 0012 4.0 10 0609 0.6 1222 4.1 1831 0.4	24 0009 4.6 W 0801 -0.3 1228 4.4 1825 -0.5	9 0048 4.0 F 0/05 0.8 1302 3.6 1851 0.5	24 0151 4.6 Sa 0803 0.2 1416 3.7 2008 -0.1	9 0529 0.6 F 1144 3.8 1716 0.4	24 0026 4.9 Sa 0639 0.1 1255 4.0 1842 0.0	9 0021 4.5 M 0635 0.9 1249 3.8 1825 0.7	24 0214 4.6 1u 9826 0.5 1449 4.0 2040 0.6
10 0050 4.0 W 0704 0.8 1304 3.0 1914 0.5	25 0106 4.6 Th 0709 0.0 1326 4.1 1924 -0.4	10 0136 4.0 Sa 0801 0.9 1352 3.5 1943 0.5	25 0304 4.4 Su 0910 D.3 1520 3.8 2115 0.0	10 0005 4.3 Se 0815 D.8 1226 3.7 1802 0.5	25 0132 4.7 Su 0746 0.3 1401 3.0 1952 0.3	10 D115 4.4 Tu D737 0.9 1346 3.9 1931 0.6	25 0318 4.4 W 0923 0.5 1553 4.1 2140 0.7
11 0143 4.0 Th 08D0 0.9 1350 3.8 1957 0.8	26 0210 4.6 F 0818 0.1 1431 3.8 2026 -0.3	11 0234 4.0 Su 0859 0.9 1462 3.4 2040 0.4	26 0416 4.4 M 1014 0.3 1629 3.7 2220 0.0	11 0051 4.2 Su 0711 0.9 1314 3.6 1857 0.6	26 0243 4.5 M 0852 0.5 1513 3.8 2101 0.4	11 0219 4.4 W 0836 0.7 1452 4.0 2040 0.5	28 0416 4.4 Th 1014 0.5 1849 4.3 2237 0.6
12 0235 4.1 F 0855 0.9 1442 3.6 2043 0.6	27 0321 4.5 Se 0925 0.2 1542 3.7 2129 -0.2	12 0340 4.0 N 0957 0.6 1556 3.4 2140 0.3	27 0519 4.5 Tu 1114 0.2 1729 3.8 2320 -0.1	12 0147 4.2 M 0812 0.9 1413 3.6 1959 0.6	27 0353 4.4 Tu 0953 0.5 1621 3.9 2204 0.4	12 D328 4.5 Th D936 0.5 1800 4.2 2146 0.3	27 0507 4.3 F 1100 0.4 1739 4.5 2329 0.5
13 0331 4.1 Sn 0949 0.9 1541 3.6 2131 0.5	28 0430 4.6 Su 1029 0.2 1651 3.7 2231 -0.3	15 0445 4.2 Tu 1053 0.5 1859 3.6 2240 0.0	26 0613 4.6 W 1207 D.1 1632 4.0	13 0255 4.2 Tu 0914 0.8 1520 3.6 2106 0.4	25 0454 4.5 W 1049 0.4 1719 4.1 2303 0.3	13 0432 4.6 F 1032 0.1 1702 4.6 2253 -0.1	26 0552 4.3 Se 1143 0.3 1821 4.8
14 0429 4.2 Su 1041 0.7 1698 3.6 2222 0.3	29 0534 4.6 M 1130 0.0 1752 3.7 2331 -0.4	14 0542 4.4 W 1145 0.2 1755 3.8 2337 -0.4		14 0408 4.3 W 1013 0.6 1627 3.8 2212 0.1	29 D546 4.5 Th 1139 0.3 1809 4.3 2355 0.2	14 D63D 4.7 Se 1124 -0.3 1759 4.9 2353 -0.4	29 0016 0.4 Su 0632 4.3 1222 0.2 1900 4.8
15 0523 4.4 M 1132 0.5 1733 3.8 2313 0.0	30 0630 4.7 u 1226 -0.1 1847 3.8	15 0833 4.7 Th 1233 -0.2 1847 4.0		15 0308 4.5 Th 1109 0.2 1728 4.1 2314 -0.2	30 0631 4.5 F 1223 0.1 1853 4.4	15 0624 4.8 Su 1215 -0.7 1852 5.3	39 0100 0.2 M 0711 4.2 1257 0.1 1936 4.8
	31 0028 -0.5 W 0720 -4.7 1315 -0.3 1938 3.9				31 0043 0.0 Se D711 4.5 1302 0.0 1932 4.6		

To	predict	ocel	ti

	MAY	2007		
Time	Ht.	Time	Ht.	Tir
Day h.m.	F1.	Day h.m.	71.	Day h.r
I 0140	0.	16 0128	-0.7	1 022
Tu 9748	4.	W 0748	4.5	7 0931
I329	0.	1328	-1.0	140
2011	4.9	2018	5.7	2051
2 0217	0.	17 0221	-0.8	2 030;
W 0824	4.	Th 0842	4.4	Se 091i
1359	0.	1418	-1.0	143
2046	4.8	2111	5.6	213i
3 0251	0.	18 0312	-0.7	3 033i
Th 0901	4.D	F 0936	4.3	SJ 095i
1429	0.	1509	-0.8	151'
2121	4.B	2204	5.4	221!
4 0334	0.2	19 0405	-0.5	4 041'
F 0939	4.0	Sa 1030	4.2	M 104:
1500	0.2	1602	-0.5	160
2157	4.8	2257	5.2	230:
5 9357	0.4	20 0500	-0.2	5 050
Sa 1918	3.9	Su 1124	4.1	Tu 1121
1536	0.3	1700	-0.1	165;
2235	4.7	2350	4.9	234
6 0435 Su 1058 1617 2316	0.5 3.9 0.4 4.7	21 0559 M 1219 1803	0.1 4.1 0.3	3 055 W 1211 175
7 0520 M 1143 1707	0.6 3.9 0.5	22 0043 Tu 0657 1916 1908	4.7 0.3 4.0 0.5	7 003: Th 084 131: 185
8 0002	4.7	23 0137	4.5	8 012
Tu 0612	0.7	W 0753	0.4	- 073
1232	4.0	1416	4.1	141
1805	0.6	2011	0.7	200
9 0053	4.6	24 0232	4.3	9 022
W 0709	0.6	Th 0844	0.4	Se 083:
1327	4.	1514	4.2	131:
1911	0.8	2109	0.8	211:
10 0151	4.6	25 0326	4.2	10 033i
Th 0807	0.4	F 0930	0.4	Su 092i
1430	4.3	1609	4.3	161
2021	0.5	2204	0.8	221
F 0903	4.6	26 0417	4.1	II 043-
F 0903	0.2	Se 1014	0.4	M 102-
F 535	4.5	1658	4.5	171-
2129	0.3	2256	0.7	2321
12 0358 Sa 0957 1636 2234	4.5 -0.2 4.9 0.0	27 0504 Su 1056 1742 2344	4.0 0.4 4.6 0.6	12 0531 Tu 1121 1811
13 0500 Su 1051 1736 2335	4.5 -0.5 5.2 -0.3	28 0549 M 1137 1823	3.9 0.3 4.7	13 0011 W 0631 1211 191
14 0557 M 1144 1831	4.5 -0.7 5.5	29 0030 Tu 0632 1215 1902	0.4 3.9 6.2 4.8	14 011! Th 072: 1311 2000
15 0033	-0.5	30 0112	0.3	15 020
Tu 0653	4.5	W 0713	3.9	9 0921
1287	-0.9	1251	0.1	140:
1925	5.6	1941	4.8	2051
		31 0151 Th 0754 1326 2020	0.2 3.8 0.1 4.8	





CONTINUED ON CHART 11492 (SIDE A)

MAYPORT, FLA.

Heights of high and low weter-Eastern Stendard Time. For Devilett Seving time, edd I hour.

at tide, apply the time difference talked in the facility labulations to these tide predictions.

JUNE	2007	JULY	JULY 2007 AUGUST 2007						
Time Ht-	Time Ht. Day hum. ft.	Time Ht. Day h.m. ft.	Time Ht. Day h.m. ff.	Time H1. Time H1. Dey h.m. f1. h.m. f1.					
227 0.1 635 3.8 401 0.0 958 4.8	16 0258 -0.6 Se 0922 4.1 1434 -0.7 2149 5.2	1 0238 0.0 Bu 0653 3.9 1419 -0.2 2119 4.9	IB 0326 -0.3 M 0963 4.2 I528 -0.3 2213 4.9	1 0329 -0.4 16 0411 0.2 W 1004 4.7 Th 1047 4.8 1537 -0.3 1635 0.8 2223 5.1 2255 4.6					
302 0.2 918 3.8 437 0.0	17 0348 -0.5 Su 1014 4.1 1546 -0.4 2238 5.0	2 0316 -0.1 M 0999 4.0 1502 -0.2 220 4.9	17 0410 -0.2 Tu 1039 4.2 1616 0.0 2254 4.7	2 0412 -0.4 17 0446 0.4 Th 1053 4.9 F 1125 4.8 1630 -0.1 172 0.9 2310 5.0 2332 4.5					
938 0.2 959 3.8 517 0.0 219 4.6	18 0436 -0.3 M 1104 4.1 1639 -0.1 2324 4.6	3 0356 -0.1 Tu 1025 4.1 1548 -0.2 2244 4.9	IB 0453 0.0 W 1123 4.2 1706 0.3 2333 4.5	3 0459 -0.4 18 0522 0.7 F 1143 5.0 Se 1203 4.7 1728 0.1 1811 1.1 2308 4.8					
417 0.2 042 3.9 601 0.1 302 4.6	IS 0530 -0.1 Tu 1154 4.1 1736 0.2	4 0499 -0.2 W 1112 4.3 184 0.0 2329 4.8	19 0536 0.2 Th 1206 4.3 1800 0.6	4 0551 -0.3 10 0011 4.3 Sa 1236 5.1 Su 0601 0.8 1634 0.3 1244 4.6 1904 1.3					
501 0.2 128 4.0 652 0.2 347 4.8	2C 0010 4.8 W 0621 0.1 1244 4.1 1836 0.5	5 0526 -0.2 Th 1202 4.5 1749 0.1	20 0012 4.3 F 0619 0.3 1249 4.3 1855 0.8	5 0051 4.6 20 0053 4.2 Su 0547 -0.1 kl 0544 1.0 1335 5.1 1330 4.8 1942 0.5 1958 1.5					
550 0.2 218 4.1 751 0.3	21 0035 4.4 16 0710 0.3 1335 4.1 1935 0.7	6 0016 4.7 F 0617 -0.2 1255 4.6 1846 0.3	21 0052 4.1 Se 0702 0.5 1334 4.3 1950 1.0	6 0151 4.3 21 0141 4.1 6 0748 0.0 1u 0734 1.1 1440 5.1 1424 4.8 2049 0.6 2052 1.5					
035 4.7 644 0.1 312 4.3 857 0.4	22 0140 4.2 F 0757 0.4 1426 4.2 2032 0.8	7 D108 4.6 Se D712 -0.3 1352 4.8 1953 0.3	22 0136 4.0 Su 0745 0.6 1423 4.4 2044 1.1	7 0258 4.2 22 0238 4.0 Tu 0850 0.0 W 0827 1.1 1549 5.1 1524 4.7 2153 0.6 2145 1.4					
129 4.6 738 0.0 411 4.5 906 0.4	23 0229 4.0 Se 0841 0.4 1519 4.3 2126 0.9	8 0205 4.3 Su 0808 -0.3 1435 4.9 2100 0.3	23 0226 3.8 M 0829 0.7 1516 4.4 2136 1.1	8 0409 4.1 23 0336 4.0 W 0952 0.1 Th 0922 1.0 1656 5.2 1624 4.8 2255 0.5 2236 1.3					
226 4.4 833 -0.2 513 4.7 113 0.3	24 0320 3.8 Su 0924 0.5 1610 4.4 2217 0.8	9 0310 4.1 M 0905 -0.3 1600 5.0 2204 0.2	24 0321 3.7 Tu 0915 0.7 1611 4.5 2227 1.0	9 0515 4.1 24 0438 4.1 Th 1054 0.0 F 1018 0.8 1756 5.2 1719 5.0 2353 0.3 2328 1.0					
930 4.3 928 -0.4 617 5.0 217 D.1	25 0412 3.7 M 1006 0.4 1638 4.5 2308 0.7	10 0418 4.0 Tu 1004 -0.4 1704 5.1 2307 0.1	25 0417 3.7 W 1004 0.6 1704 4.6 2317 0.9	10 0815 4.2 25 0532 4.8 F 1153 -0.1 Se 1113 0.5 1849 5.3 1809 5.2					
434 4.2 024 -0.5 717 5.2 320 -0.1	26 0503 3.7 Tu 1049 0.4 1744 4.6 2355 0.6	II 0523 4.0 W IIQ4 -0.4 IB05 5.2	26 0512 3.8 Th 1063 0.5 1795 4.7	11 0047 0.2 26 0012 0.7 5e 0709 4.3 5u 0524 4.5 1248 -0.1 1206 0.2 1938 5.3 1856 5.4					
538 4.2 120 -0.7 815 5.3	27 0551 3.7 W 1133 0.3 1829 4.7	12 0006 -0.1 Th 0824 4.0 1202 -0.5 190 5.2	27 0005 0.7 F 0604 3.8 I143 0.2 IB42 4.9	12 0135 0.0 27 0056 0.3 Su 0758 4.4 M 0714 4.8 1338 -0.2 1257 0.0 2023 5.2 1942 5.5					
019 -0.3 636 4.1 216 -0.8 911 5.4	26 0040 0.4 Th 0636 3.7 1216 0.1 1912 4.7	13 0102 -0.2 F 072 4.0 1258 -0.6 1954 5.2	26 0049 0.4 \$6 0653 4.0 1231 0.0 1927 5.0	13 0218 -0.1 26 0137 0.0 6 0845 4.5 Tu 0802 5.0 1424 -0.1 1346 -0.2 2105 5.1 2027 5.5					
115 -0.5 723 4.1 310 -0.9 005 5.4	29 0122 0.3 F 0724 3.7 1257 0.0 1954 4.8	14 0153 -0.3 Sa 0814 4.1 1350 -0.6 2043 5.2	29 0130 0.2 Su 0741 4.1 1317 -0.2 2011 5.1	14 0258 0.0 29 0219 -0.3 Tu 0928 4.6 # 0851 5.3 1508 0.0 1434 -0.3 2143 5.0 2113 5.5					
207 -0.6 828 4.1 403 -0.8 958 5.3	9C 0201 0.1 Se 0609 3.6 1336 -0.2 2037 4.9	15 D24 -0.4 Su 0905 4.1 1440 -0.5 2130 5.1	30 0210 -0.1 M 0829 4.3 1402 -0.3 2055 5.2	15 0338 0.1 30 0301 -0.4 W 1009 4.6 Th 0940 5.5 1551 0.3 1525 -0.2 2220 4.8 2201 5.3					
			31 0249 -0.2 Tu 0916 -4.5 1449 -0.4 2139 5.2	31 0345 -0.4 F 1031 5.5 1618 0.0 2250 5.2					

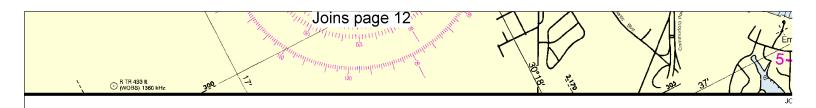
SEPTE	7	Ια	ER 2007	NO	ER 2007	DECEMBER 2007								
Time H	_	Ht.	Time	Ht.	Time	Ht.	Time	Ht.	Time	Ht.	Time	Ht.	Time	Ht.
Day h-m. fi	Day	ſt.	Day h.m.	11.	Dey F.m.	11.	Dey h.m.	FL.	Day h.m.	ft.	Day h.m.	rt.	Day h.m.	ft.
I 0433 -0.3 Se II23 5.6 I717 0.3 2342 5.0	Su 1122	1.0 5.0 1.4 4.5	1 0506 N 1202 1808	0.3 5.9 0.8	16 G428 Tu 1129 1734 2346	1.3 5.2 1.7 4.5	1 0114 Th 0704 1349 2001	4.7 0.9 5.4 1.0	16 0011 F 0546 1234 1846	1.1 1.1 5.1 1.3	1 0151 Se 0745 1411 2022	4.5 0.9 4.8 0.7	16 0039 Su 0621 1257 1904	4.4 0.8 4.7 0.4
2 0527 0.0 Su 1219 5.6 1822 0.6	17 0507 N 1202 1616	5.0 1.6	2 0026 Tu 0610 1305 1917	4.9 0.6 5.7 1.0	17 0513 W 1213 1627	1.4 5.2 1.8	2 0221 F 0812 1452 2058	4.7 1.1 5.3 1.0	17 0103 5a 0542 1326 1941	4.5 1.2 5.1 1.1	2 0252 Su 0947 1507 2112	4.6 1.0 4.6 0.7	17 0134 M 0729 1351 1959	4.5 0.8 4.6 0.2
3 0038 4.7 M 0627 0.2 1320 5.5 1930 0.6	Tu 0552	4.4 1.3 5.0 1.8	3 0130 W 0720 1412 2023	4.8 0.9 5.5	18 GC35 Th G607 1304 1924	4.5 1.5 5.2 1.6	3 0328 Se 0915 1551 2131	4.8 1.1 5.2 1.0	18 0200 Su 0749 1424 2032	4.6 1.1 5.0 3.8	3 D350 M D943 1600 2156	4.7 1.0 4.5 0.7	18 0235 Tu 0935 1453 2053	4.7 0.5 4.4 0.0
4 0141 4.5 Tu 0733 0.5 1428 5.4 2038 0.5	W 0645	4.4 1.4 5.0 1.8	4 0240 Th 0829 1521 2124	4.7 1.0 5.5 1.1	19 0128 F 0710 1401 2021	4.6 1.5 5.2 1.6	4 0426 Su 1012 1644 2239	5.0 1.1 5.1 0.9	19 0303 M 0856 1525 2126	4.9 3.9 5.0 3.5	4 0443 Tu 1037 1650 2242	4.8 1.0 4.4 0.7	19 0330 W 0942 1558 2152	4.9 0.4 4.3 -0.2
5 0251 4.4 W 0840 0.6 1538 5.3 2141 0.6	Th 0744	4.4 1.4 5.0 1.7	5 0349 F 0934 I 623 2221	4.8 1.0 5.4 1.1	20 0229 Sa 0815 1502 2114	4.6 1.4 5.2 1.3	5 0518 M 1109 1731 2323	5.1 1.1 5.0 0.8	20 0405 Tu 1001 1625 2221	5.2 3.7 5.0 3.2	5 0530 W 1128 1738 2325	4.9 0.9 4.3 0.6	20 0443 Th 1046 1703 2250	5.2 0.2 4.3 -0.5
6 0402 4.5 Ih 094a 0.5 I644 5.4 2241 0.5	F 0848	4.4 1.3 5.1 1.5	6 0450 Se 1033 1718 2312	4.9 1.0 5.4 1.0	21 0332 Su 0520 1602 2205	4.9 1.2 5.3 1.0	6 0503 Iu 1155 I814	5.3 1.0 4.8	21 0504 W 1103 1724 2314	5.5 3.4 5.0 -3.2	8 0512 In 1215 1819	5.0 0.7 4.2	21 0544 F 1147 1804 2347	5.4 -0.1 4.3 -0.7
7 0506 4.6 F 1046 0.6 1741 5.4 2336 0.1	Se 0947	4.6 1.1 5.3 1.1	7 0544 Su 1128 1905 2358	5.1 0.9 5.4 0.8	22 0432 H 1022 1659 2255	5.2 0.9 5.4 0.6	7 0003 W 0544 1241 1853	0.7 5.4 0.8 4.8	22 0500 Th 1202 1820	5.8 3.1 5.0	7 0005 F 0653 1256 1900	0.5 5.0 0.8 4.2	22 0642 5e 1245 1902	5.5 -0.3 4.4
8 0602 4.3 Se 1143 0.5 1831 5.4	Su 1046	4.8 0.8 5.5 0.7	6 0631 M 1216 1847	5.3 0.6 5.3	23 0526 Tu 1122 1752 2345	5.5 5.5 5.2	8 0041 Th 0722 1323 1931	0.7 5.4 0.8 4.7	23 0007 F 0654 1257 1915	-3.4 8.0 -3.2 5.0	8 0044 S# 0732 1336 1940	0.4 5.0 0.5 4.2	23 0044 Su 0738 1339 1958	-0.9 5.5 -0.5 4.4
9 0026 0.6 Su 0653 4.9 1235 0.4 1916 5.4	N 1143 1823	5.1 0.5 5.6	9 0039 Tu 0713 1304 1926	0.7 5.4 0.7 5.2	24 0621 W 1218 1843	5.9 0.2 5.5	9 01 15 F 0759 1402 2008	0.6 5.4 0.7 4.6	24 0059 Se 0749 1351 2010	-0.6 5.1 -0.3 4.9	9 0120 Su 0910 1416 2020	0.3 5.0 0.5 4.1	24 0138 M 0832 1430 2052	-0.9 5.5 -0.6 4.4
10 0110 0.4 M 0738 5.0 1322 0.3 1957 5.3	Tu 0648	0.3 5.5 0.2 5.7	10 0116 W 0752 1345 2003	0.6 5.4 0.7 5.1	25 0033 Th 0713 1212 1935	-0.2 6.2 0.0 5.5	10 0148 Sa 0834 1438 2045	0.8 5.4 0.8 4.6	25 0150 Su 0843 1442 2105	-3.7 3.0 3.3 4.8	10 0154 M 0848 1450 2100	0.3 5.0 6.5 4.1	25 0230 Tu 0924 1520 2145	-0.9 5.4 0.5 4.4
11 0150 0.3 Tu 0920 5.0 1406 0.4 2035 5.2		0.0 5.8 0.1 5.7	11 0150 Th 0828 1424 2038	0.6 5.4 0.7 5.0	26 0121 F 0805 1405 2027	-0.4 6.3 -0.1 5.4	11 0219 Su 0910 1513 2123	0.7 5.9 0.9 4.5	26 0242 M 0936 1335 2700	-3.6 5.9 -3.2 4.7	11 0227 Tu 0926 1524 2140	0.2 5.0 0.5 4.1	26 0322 W 1014 1610 2237	-0.7 5.3 -0.4 4.3
12 0225 0.3 W 0659 5.1 1447 0.5 2119 5.0	Th 0828	0.3 8.0 0.1 5.6	12 0221 F 0903 1501 2113	0.7 5.4 0.6 4.8	27 0209 Se 0858 1456 212D	-0.5 0.3 -0.1 5.3	12 0249 M 0946 1547 2201	0.7 5.2 1.0 4.4	27 0335 Tu 1032 1631 2256	3.4 5.7 3.1 4.6	12 0303 W 1004 1559 2221	0.3 4.9 0.5 4.1	27 0414 Th 1102 1701 2328	5.0 5.2 4.3
13 0258 0.4 Th 0935 5.1 1526 0.6 2145 4.5	F 0917	-0.4 6.1 -0.1 5.4	13 0250 Se 0937 1537 2149	0.8 5.4 1.0 4.7	28 0256 Su 0952 1550 2215	-0.3 6.2 0.1 5.1	13 0323 Tu 1024 1622 2242	0.8 5.2 1.2 4.4	28 0432 W 1126 1729 2352	3.5 3.3 4.6	13 0342 Th 1043 1638 2304	0.3 4.9 0.8 4.2	28 0510 F 1149 1753	4.6 0.0
14 0929 0.6 F 1011 5.1 1604 0.5 2220 4.7	Sa 1010	-0.3 6.1 0.2 5.3	14 0319 Su 1012 1512 2226	0.9 5.3 1.2 4.6	29 0350 H 1C48 1648 2312	-0.1 6.1 0.4 5.0	14 0401 W 1104 1704 2324	0.9 5.1 1.3 4.4	29 0534 Th 1220 1829	3.3 5.3 3.5	14 0428 F 1124 1722 2349	0.4 4.9 0.5 4.2	29 0019 Sa 0609 1235 1845	4.2 0.3 4.5 0.2
15 0356 0.6 Se 1045 5.1 1644 1.1 2256 4.6	Su 1104 1703	-0.1 6.0 0.5 5.1	15 0350 N 1049 1650 2306	1.1 5.5 1.5 4.6	30 0448 Tu 1146 1751	0.3 5.8 0.7	15 0448 Th 1147 1752	1.0 5.1 1.3	30 0050 F 0640 1315 1926	4.5 3.7 5.0 3.6	15 0520 Sa 1206 [811	0.5 4.8 0.5	30 0111 Su 0711 1323 1935	4.2 0.6 4.2 0.4
					31 0011 W 0553 1248 1857	4.8 0.6 5.6 0.9							31 0205 M 0010 1413 2024	4.2 0.7 4.0 0.5

ST. JOHN TABULATED FROM SURVEYS BY TH AND S								
CONTROLLING DEPTHS FROM SEAWARD IN FEET A								
NAME OF CHANNEL	LEFT OUTSIDE QUARTER							
ST. JOHNS BAR CUT RANGE, EAST SECTION ST. JOHNS BAR CUT RANGE.	37.6	40.3						
WEST SECTION	38.2	41.2						
MAYPORT ENTRANCE CHANNEL PILOT TOWN CUT RANGE	39.1 27.8	41.3 42.8						
MAYPORT CUT RANGE SHERMAN CUT RANGE	36:0 42.7	42.4 42.7						
MILE POINT LOWER RANGE								
AND TURN TRAINING WALL BEACH	41.2 41.4	41.9						
SHORT CUT TURN	39.3	42.0						
WHITE SHELLS CUT RANGE	39.3	41.8						
ST. JOHNS BLUFF REACH	39.6	39.9						
DAMES PTFULTON CUTOFF	38.1	39.3						
DAMES PT. TURN	39.9	42.3						
QUARANTINE I. UPPER RANGE	39.1	41.5						
BRILLS CUT RANGE	35.2	تے						
BROWARD POINT TURN	14.0	ō						
BLOUNT ISLAND CHANNEL	32.4	اظ						
BLOUNT ISLAND EAST CHANNEL	20.4	וכ						

BILDIUM ISLAND EAST CHANNEL 20.4 SO NOTE: THE RANGE LIGHTS DO NOT IN EVERY INS. ON NOTE - CONSULT THE CORPS OF ENGINEERS FOR CO.

NOAA and its partner, OceanGraftx, OceanGraf

Time meriston 75 'W. 0000 is mishight. 1300 is more. Its are referred to meen lower law visiter which is the chart datum of soundings.		noipe occardiancem.
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7 160	Court / /5 / TOWERS CO	36
Darnes Point Manor	New Berlin 27 1 6 +-	37 38 PIEST BACK 40 27 6
15 10	Surfaced Will 22 333 2FR Joins page 23	RESTRICTED AREA 334.515 8 39 28 8 SECURITY ZONE 165.729 (see note A) 39 39



TABULATED F	ROM SURVEYS	JOHNS RIT BY THE CO AND SURVI	ORPS OF	ENGINEER	HS S - REPORT OF APR	2006		
CONTROLLING DEPTHS FROM	SEAWARD IN F	EET AT M	ean lowe	FI LOW W	ATER (MLLW)	PROJE	ÇT DIMEI	NSIONS
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIĞHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGITH (NAUT. MILES)	DEPTH MLLW (FEET)
JOHNS BAR CUT RANGE,								
AST SECTION JOHNS BAR CUT RANGE,	37.6	40.3	43.9	37.9	12-07; 3-09	800	3.2	42
EST SECTION	38.2	41.2	38.5	30.0	3-09	750-800	1.6	40
PORT ENTRANCE CHANNEL	39.1	41.3	43.1	40.3	2,3-09	500	0.6	42
T TOWN CUT RANGE	27.8	42.8	43.3	40.3	3-09	850-900	0.9	40
PORT CUT RANGE	36.0	42.4	42.6	38.8	3-09	1025	0.5	40
RMAN CUT RANGE	42.7	42.7	42.6	35.5	3-09	625	0.4	40
POINT LOWER BANGE								
ND TURIN	41.2	41.9	38.3	26.7	3-09	625	0.8	40
NING WALL REACH	41.4	41.3	41.9	35.8	3-09	475-625	1.2	40
RT CUT TURN	39.3	42.0	42.4	41.1	3-09	525-575	0.5	40
TE SHELLS CUT RANGE	39.3	41.8	42.0	39.5	3-09	525-900	0.7	40
JOHNS BLUFF REACH	39.6	39.9	38.6	36.0	3-09	800-750	0.7	40
ES PTFULTON CUTOFF	38.1	39.3	39.8	38.9	3-09	475-875	2.5	40
ES PT. TURN	39.9	42.3	42.1	38.3	3-09	875-1175	0.4	40
RANTINE I. UPPER RANGE	39.1	41.5	42.0	32.6	3-09	525-950	8.0	40
LS CUT RANGE	35.2	41.8	41.1	33.1	3-09	425-600	1.0	40
WARD POINT TURN	14.0	36.7	42.4	40.0	3-09	475-825	8.0	40
UNT ISLAND CHANNEL	32.4	32.6	30.0	24.3	3-09	300-1000	1.8	38
UNT ISLAND EAST CHANNEL	20.4	21.8	17.4	14.2	3-09	300	0.9	30

E: THE RANGE LIGHTS DO NOT IN EVERY INSTANCE MARK THE CENTERLINE OF THE CHANNEL E - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSECUENT TO THE ABOVE INFORMATION

PRINT-ON-DEMAND CHARTS

A and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners ald corrections. Charts are printed when ordered using Printo-n-Demand technology. New are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent int-on-Demand charts or contact NOAA at 1-800-584-4883, http://NauticalCharts.gov, auticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or :eanGrafix.com.

	DEPTHS				SERVIC				\	S	JPPLIE	s `	\					
	CHAT TO THE TO GET THE THE THE THE THE THE THE THE THE T	ANTICON CONTROL OF THE POPULATION OF THE POPULAT	A SOUNCE SOURCE	MARIN SEACED NO SELECTE	W PAILAN OF OF THE PAILAN OF T	ERI ADACIT. PROJE	SOAT ENTAL CANO A, TONG	CHA, CHA,	OO LOGING CAMPO TO REASON AS NOT CONTROL SE SAIL	INTER STANCE STANCE	MATER CRACK SONO	ROCEPIES OF PROCESSION	OKSK LIAROW	OR SERVE	Creo.		\	
NO	SMALL CRAFT FACILITY	$oldsymbol{\perp}$		$\overline{}$	3/3/	\sim	$ _ $	\triangle	1/2/	$\overline{}$			\geq	\geq	\geq	\geq	\geq	\geq
19	TRAVIS BOATING CENTER	В	6	6	ВЕ	\$	HMR		30		F	TSP	D	С	W	GH	вт	DG
22	ORTEGA RIVER BOAT YARD	В	7	6	ВЕ	S	HMR		25		F	TSLP	₩		WI	Τ		DG
24	LAMB'S YACHT CENTER	В	4.5	7	ВЕ		HMR		50			TSP	₩	c	WI	Н	Т	DG
26	RIVER CITY MARINA	В	20	13	ВЕ	s	нв		M	c s	FL	TSLP	₩		WI	Н		DG

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS. THE TABULATED YAPPAOACH-REET (REPORTED): IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY. THE TABULATED "PUMPAOUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalibrats nose gov.

FACILITIES

Locations of public marine facilities are snown by large magenta numbers with leaders and refer to the facility tabulation.

INTRACOASTAL WATERWAY

The project depth is 12 feet from Fernandina Beach to Fort Pierce, then 10 feet to Mlami. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners. some outer I limit of of Flor most c jurisdi mile E Unless to moc

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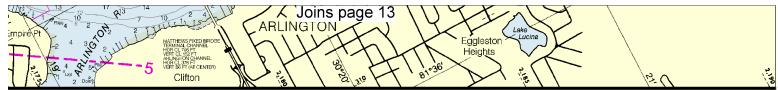
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COUNTY AND CLAPBOARD CREEK EXTENSION

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Policies 11

P



NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, ne Federal laws apply. The Three Nautical Mile Line, previously identified as the he rederal laws apply. The Tirree Nautoal Mile Line, previously identified as the ar limit of the territorial sea, is retatined as it continues to depict the jurisdictional of the other laws. The 9-nautoal mile Natural Resource Boundary off the Gulf coast lorida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in st cases the Inner limit of The Tederal fisheries jurisdiction and the outer limit of the adiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical Exclusive Economic Zone were established by Presidential Proclamation. Exclusive Economic Zone were established by Presidential Proclamation. nodification.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary CGAJX), national organizations of boatmen, conduct extensive boating CGAUX, national organizations of boatmen, conduct extensive boating irruction programs in communities throughout the United States. For mation regarding these educational courses, contact the following sources: USPS - Local Squadron Commander or USPS I leadquarters, Post Office Box 23, Raleigh, NC 27612, 919-821-0281. USCGAUX - 7th Coast Guard District, 51 Southwest Ave., Mami, FL 33130,

-350-5697 or USCG Headquarters (G-BAU), Washington, DC 20593-0001.

(For complete list of Symbols and Abbreviations, see Chart No. 1.) avigation (lights are white unless otherwise indicated):

tO aeronautical	G green		Mo morse code	R TR radio tower
ilternating	IQ interrup	oted quick	N nun	Rot rotating
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Wreck, rock, ob	struction or shoa	I swept clear to the	depth indicated.	
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WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light L sts and National

Geospatial-Intel igence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus ⊙(Accurate location) o(Approximate location)

PLANE GOORDINATE GRID (based on NAD 1927)

The Florida State plane coordinate grid (East Zone) is indicated on this chart at 5,000 foot intervals thus:

The last three digits are omitted.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are pub-lished in the Notice to Marners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville

Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart

Aids to navigation marking the Intracoastal Waterway

Anis to havigation marking the intracoastal waterway shibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intra

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way. All craft should avoid areas where the skin

divers flag, a red square with a diagonal white stripe, is displayed.

POLLUTION REPORTS

Report all spills of oil and hazardous sub-stances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Improved channels shown by broken lines are

MARINE WEATHER FOREG NATIONAL WEATHER SER CITY

Jacksonville, FL *Recording (24 hours dail)

NOAA WEATHER RADIO B

Jacksonville, FL

BROADCASTS

CITY

SUO Substitution of the su Mayport, FL

pag *Preceded by annou ന

Distress calls for small channel 16 (156.80 MHz)

Rocks that cover and uncover, with heights in feet above datum of soundings _REGS: International Regulations for Preventing Collisions at Sea, 1972. subject to shoaling, particularly at the edges Demarcation lines are shown thus: -CONTINUED ON CHART 11489 (SIDE B) Little Talb FORT GEORGE ISLAND QR 18 21. Iso B 6s 35ft FI 2.5s 22ft (Day) FI 2.5s 19ft (Night) 31 PILOT TOWN CUT RANGE 25 G 11 FI G 48 118 PILOT STATION Joins page 25





Jacksonville, FL *(904) 741-4311 8:30 AM-5:00 PM (Mon.-Fri.) *Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

CITY STATION FHEG. (MHz) BROADCAST TIMES
Jacksonville, FL KHB-39 162.55 24 hours daily

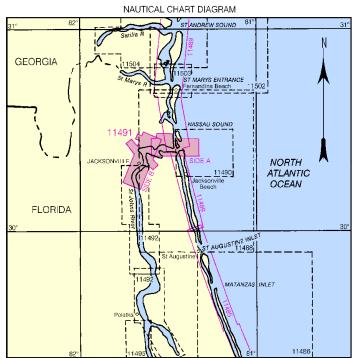
BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
BY MARINE RADIOTFI FPHONE STATIONS

 CITY
 STATION
 FREQ.
 DAILY BROADCAST-EST
 SPECIAL WARNING

 Mayport, FL
 NMA-10
 2670 kHz 157.1 MHz
 1:20 AM & PM 7:15 AM, 5:15 PM
 *On receipt *On receipt

*Preceded by announcement on 2182 kHz / 156.8 MHz

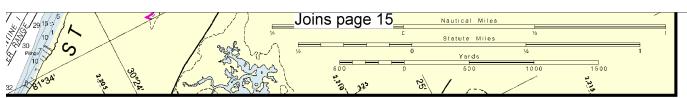
Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.











11491

NAUTICAL CHART 11491

MERCATOR PROJECTION AT SCALE 1:20,000 AT LAT 30°20' SOUNDINGS IN FEET AT MEAN LOWER LOW WATER NORTH AMERICAN DATUM OF 1983 (WORLD GEODETIC SYSTEM 1984)

Additional information can be obtained at nauticalcharts.noaa.gov

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Fngineers, Geologica Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

HORIZONTAL DATUM

The horizontal reference datum of this chart is The horizontal reference datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.861* northward and 0.661* eastward to agree with this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

THE NATION'S CHARTMAKER SINCE 1807

FLORIDA

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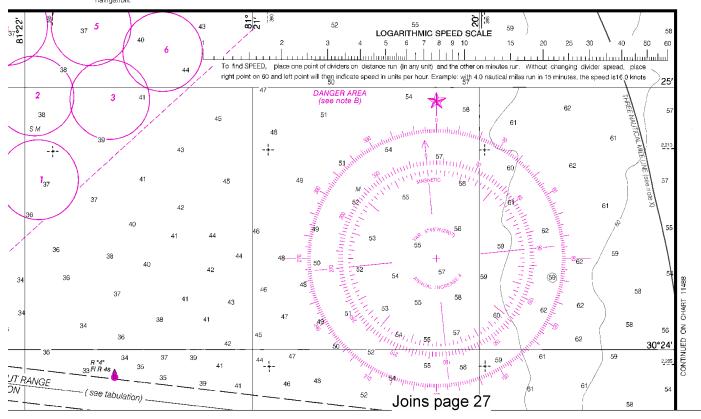
JACKSONVILLE

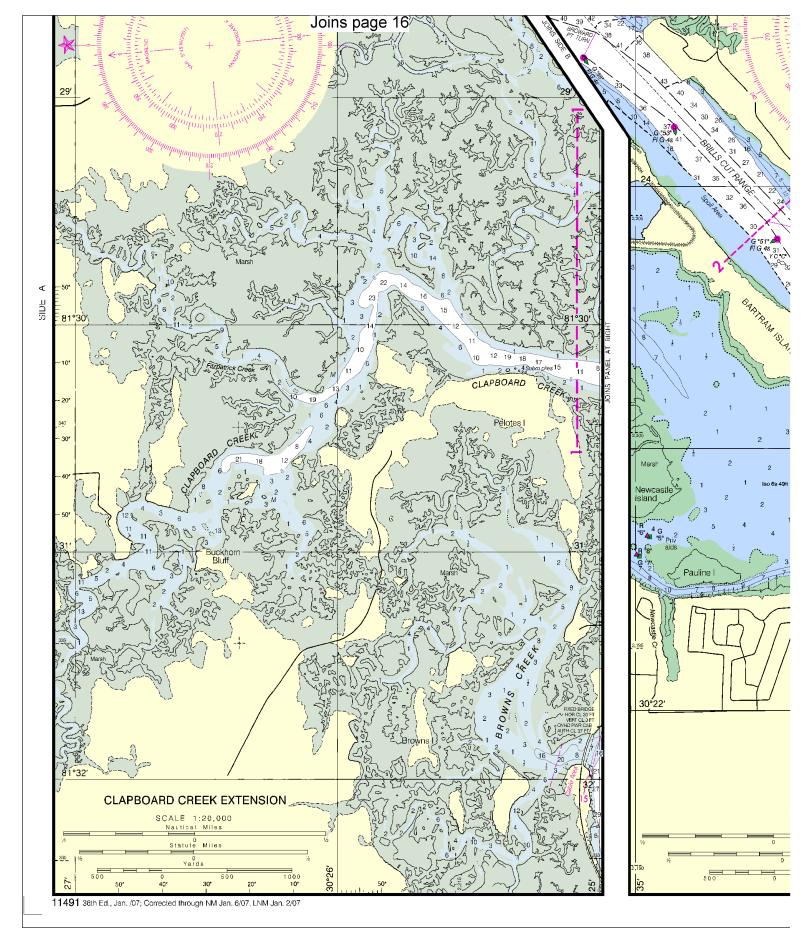


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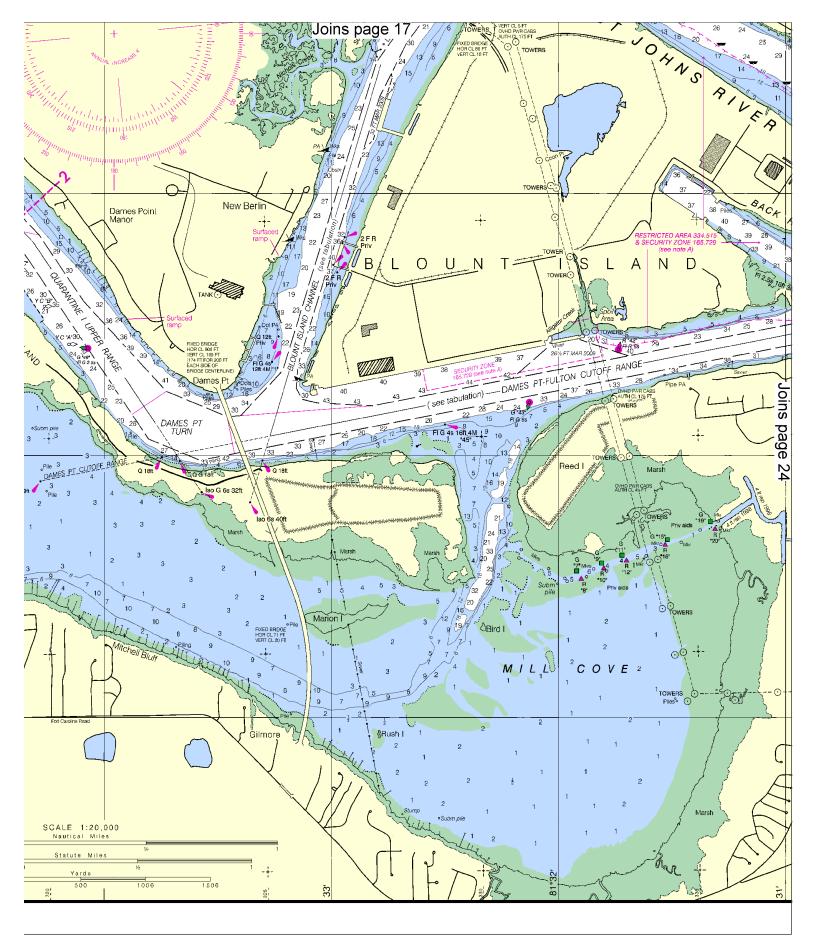
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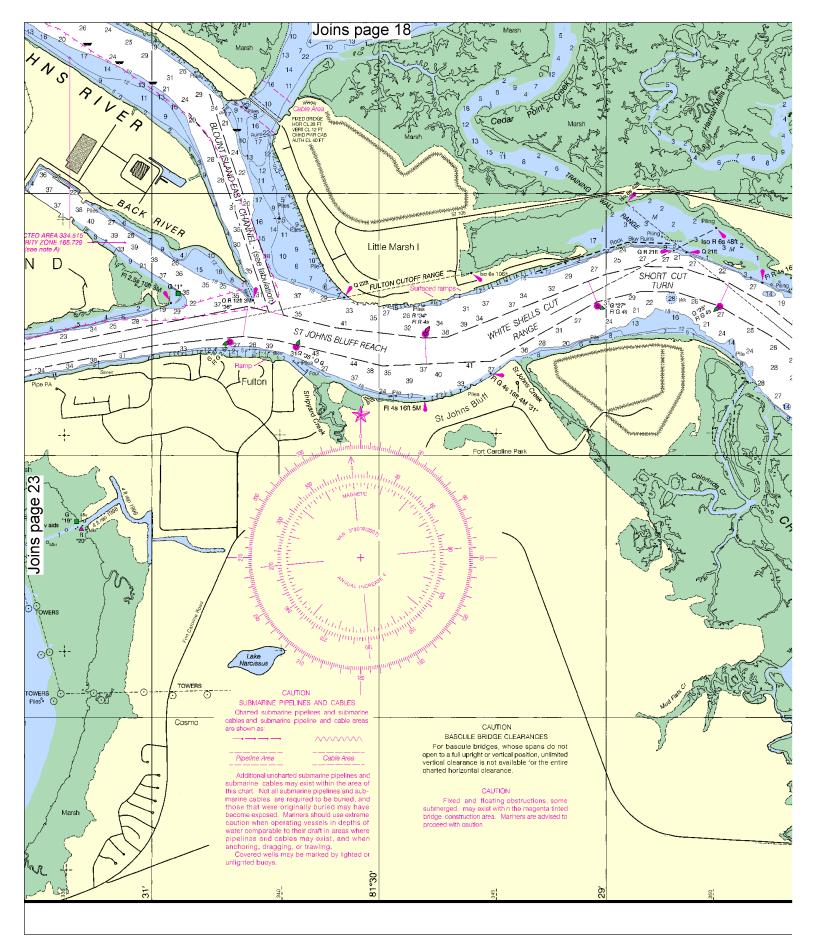
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NATIONAL OCEAN SERVICE
COAST SURVEY



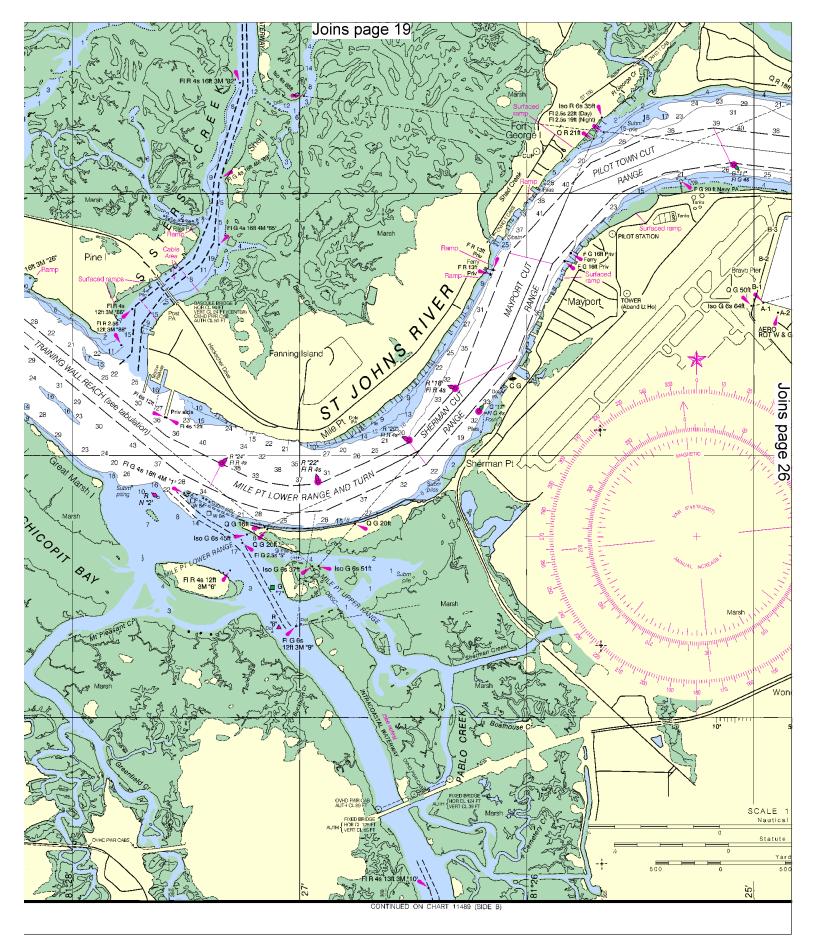


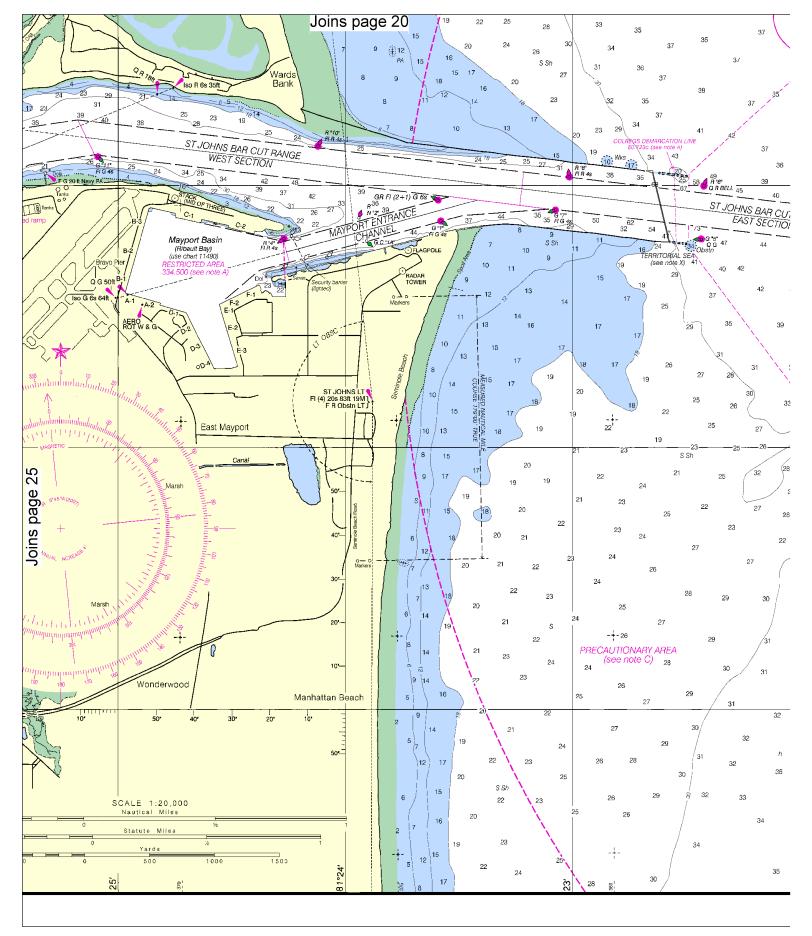






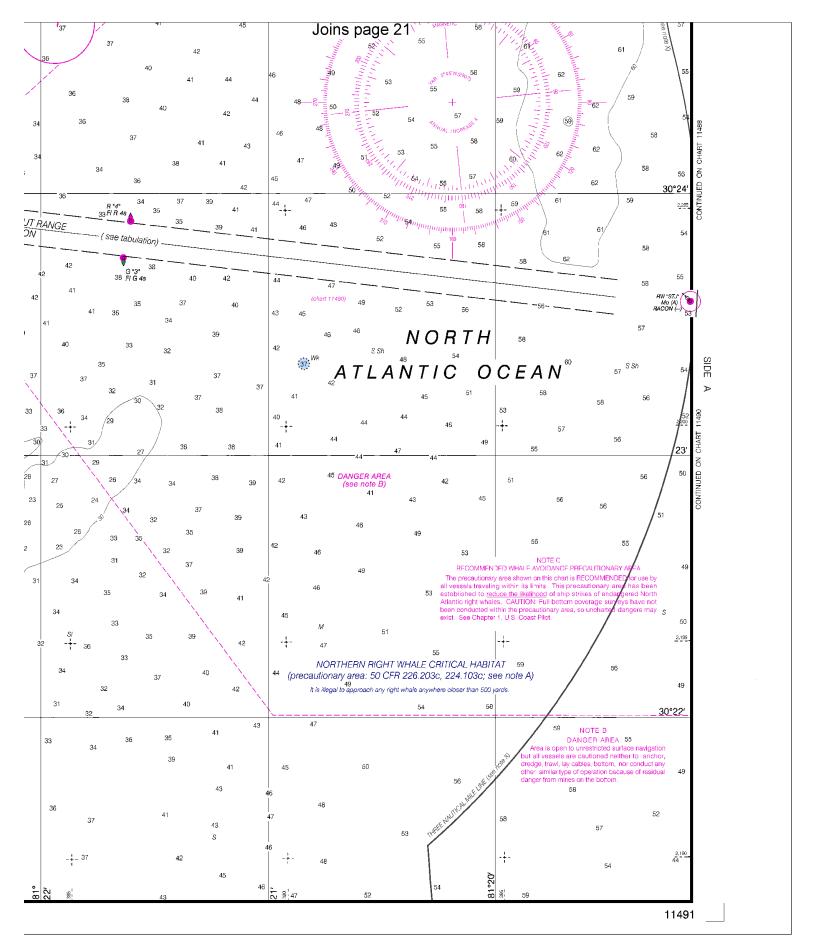












EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls

to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

- 1. Make sure radio is on.
- 2. Select Channel 16.
- 3. Press/Hold the transmit button.
- 4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- 6. Release transmit button.
- Wait for 10 seconds If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!!

Mobile Phones – Call 911 for water rescue.

Coast Guard Brunswick SAR – 912-267-7999 Coast Guard Mayport – 904-247-7350 Coast Guard Mayport SAR – 904-247-7312 Coast Guard Atlantic Area Cmd – 757-398-6390 Jacksonville Sheriff's Office – 704-630-0500 Florida Fish & Wildlife Conservation Comm – 888-404-3922

<u>NOAA Weather Radio</u> – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.oceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) –

ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs[™]) –

RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketChartsTM – PocketChartsTM are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.Noa.gov, <a href="